



# National Transportation Safety Board Aviation Accident Final Report

<b>Location:</b>	San Antonio, TX	<b>Accident Number:</b>	FTW03LA001
<b>Date &amp; Time:</b>	10/01/2002, 1745 CDT	<b>Registration:</b>	N4269B
<b>Aircraft:</b>	Maule M-7-235C	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	1 Minor
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Analysis

The 266-hour private pilot attempted to land on runway 30 with the winds from 160 degrees at 14 knots. He stated that while retracting the flaps on the rollout " a right cross wind gust lifted my right wing," which lifted his right main gear off the ground. The pilot initiated corrective action to level the wings and applied additional right rudder to realign to the runway. The pilot was unable to recover from the downwind landing and the airplane collided with a 3-foot wall following the loss of control.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to compensate for the existing winds conditions. A contributing factor was the prevailing tailwind.

## Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER  
Phase of Operation: LANDING - ROLL

### Findings

1. (F) WEATHER CONDITION - TAILWIND
2. (C) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT  
Phase of Operation: LANDING - ROLL

### Findings

3. OBJECT - WALL/BARRICADE

## Factual Information

On October 1, 2002, approximately 1745 central daylight time, a Maule M-7-235C single-engine tailwheel equipped airplane, N4269B, was destroyed when the airplane impacted a wall during landing at the Twin Oaks Airport (T94), near San Antonio, Texas. The instrument rated private pilot, sole occupant of the airplane, sustained minor injuries. The airplane was registered to and operated by the pilot. Visual meteorological conditions prevailed, and a flight plan was not filed for the 14 Code of Federal Regulations Part 91 personal flight. The local flight originated from the Twin Oaks Airport, at 1715.

The 266-hour pilot reported on the Pilot/Operator Accident Report Form (NTSB Form 6120.1/2) that he arrived at the airfield at approximately 1700 hours and observed the local weather and winds for approximately 10 minutes. He stated that the winds appeared mild and variable from approximately 120 degrees at 7 knots. The pilot added "I did not observe any gusts throughout the observation period."

The pilot initiated a takeoff from runway 12, surveyed the conditions and proceeded to enter the traffic pattern to land on runway 30. The pilot stated, "I conducted one pass over the runway to test the conditions and ascertained the wind conditions were mild, no turbulence."

During the landing on runway 30, the pilot reported touch-down at 62 mph with the tail wheel touching momentarily before the mains. "There was a very small bounce and the mains settled to the ground." While on roll out, with flaps retracted, the pilot stated, "A right crosswind gust lifted my right wing. The lifting was rapid and intense, lifting the gear off the ground, with the tail still grounded." The pilot initiated corrective action to level the wings and applied additional right rudder to realign to the runway. The pilot was unable to recover. The airplane veered left, exited the runway, crossed a drainage ditch, and impacted a three-foot wall. The impact ruptured the engine oil pan and initiated an engine fire, which consumed the airplane.

Runway 30 was reported to be a 2,078-foot by 30-foot wide asphalt runway. The pilot was reported to have accumulated a total of 33 hours in the same type and model of aircraft.

The weather at San Antonio International Airport (SAT), located approximately 2 nautical miles south (175 degrees) from T94, at 1803, reported few clouds at 4,100 feet, wind from 160 degrees at 14 knots, visibility 10 statute miles, temperature 31 degrees Celsius, dewpoint 23, and barometric pressure of 29.89 inches of Mercury.

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	47, Male
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	12/01/2000
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	06/06/2002
<b>Flight Time:</b>	266 hours (Total, all aircraft), 33 hours (Total, this make and model), 215 hours (Pilot In Command, all aircraft), 55 hours (Last 90 days, all aircraft), 23 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Maule	<b>Registration:</b>	N4269B
<b>Model/Series:</b>	M-7-235C	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	25047C
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	5
<b>Date/Type of Last Inspection:</b>	09/10/2002, Annual	<b>Certified Max Gross Wt.:</b>	2500 lbs
<b>Time Since Last Inspection:</b>	28.1 Hours	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	28.1 Hours at time of accident	<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>	Installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	O-540-B4B5
<b>Registered Owner:</b>	Hydro International LLC	<b>Rated Power:</b>	235 hp
<b>Operator:</b>	Gregory L. Vrentas	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	SAT, 809 ft msl	Distance from Accident Site:	2 Nautical Miles
Observation Time:	1803 CDT	Direction from Accident Site:	175°
Lowest Cloud Condition:	Few / 4100 ft agl	Visibility	10 Miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	14 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	160°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.89 inches Hg	Temperature/Dew Point:	31° C / 23° C
Precipitation and Obscuration:			
Departure Point:	San Antonio, TX (T94)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	VFR
Departure Time:	1715 CDT	Type of Airspace:	Class C

## Airport Information

Airport:	Twin-Oaks (T94)	Runway Surface Type:	Asphalt
Airport Elevation:	878 ft	Runway Surface Condition:	Dry
Runway Used:	30	IFR Approach:	None
Runway Length/Width:	2085 ft / 30 ft	VFR Approach/Landing:	Full Stop; Traffic Pattern

## Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Destroyed
Passenger Injuries:	N/A	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor	Latitude, Longitude:	29.573056, -98.463056

## Administrative Information

Investigator In Charge (IIC):	Douglas D Wigington	Report Date:	06/02/2004
Additional Participating Persons:	Tom A Drake; FAA FSDO; San Antonio, TX		
Publish Date:			
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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